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# Hongkong Daily Press.

ESTABLISHED 1857

TO BE PUBLISHED SHORTLY  
THE  
 DIRECTORY & CHRONICLE  
FOR 1906.

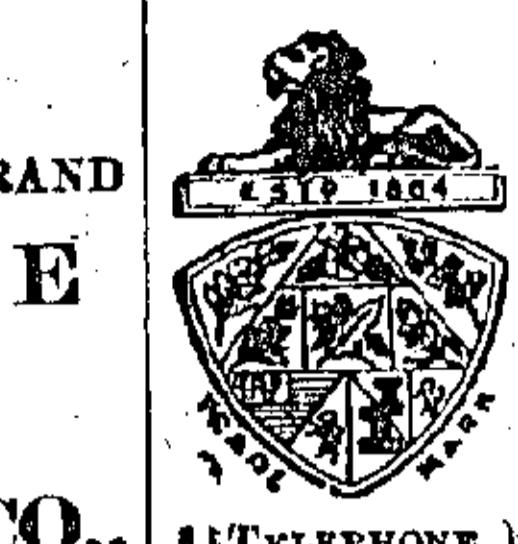
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Hongkong, 1st February, 1906.

[a34]

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Hongkong, 1st October, 1905. [a271]

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Hongkong, 18th November, 1901. [a47]

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Hongkong, 10th December, 1905. [a244]

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Hongkong, 21st April, 1897. 113

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Hongkong, 1st January, 1904. 29

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Hongkong, 20th December, 1906. [a33]

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Lord Fauntleroy. 420 [a32]

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as evidence of good faith.  
All letters for publication should be written on  
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LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, FEBRUARY 7TH, 1906.

Life and death are ideas that should not, and very rarely do, obsess the minds of the young; and now we find M. JEAN PINOT, in the *Contemporary Review*, assuring us that their presence is just as imprudent in the thoughts of those who have lived longer. Consideration will persuade most people that the learned Frenchman has disclosed a psychological truth of very considerable importance. The late RICHARD JEFFERIES in one of his beautiful books bewailed the fact that deaths from true old age were far fewer than they used to be. So far as our recollection may be depended upon, he took no cognisance of M. PINOT's point; but was pleading timely on the lines of the modern catch-phrase, for "the Simple Life." This "simple life" gospel is very attractive, as it has ever been since man found himself kicking against the pricks of civilisation's complexities; but it has not been regarded as practical politics. M. PINOT's suggestion is on a different plane, and comparatively easy. Briefly, he holds that by self-suggestion we may, within limits, influence the period of our own existence. A man gets into the way of thinking he has not long to live. He makes himself the victim of ill-directed suggestion, and as a consequence dies somewhere about the time he has expected. If he had kept up his heart, laughed at death, and gone on with his work determining to complete it, death would probably have been long postponed. "How about your ninety-two years?" asked M. PINOT of M. RYGARD, the senior mayor of France. "I never look at them," was the good-humoured reply. The man of

the mail papers are full of election anecdotes, some new, some old. One runs that a candidate, after having given one pledge after another at a public meeting, was asked if he were prepared to vote for the repeal of the provisions of chapter 29 of the Book of Exodus. "Certainly," he replied at once, without having even caught the end of the sentence, "I shall have no objection." The hall was convulsed with laughter. The candidate, disconcerted, asked the chairman what was the matter. "Nothing," replied the latter, placidly. "You have only just pledged yourself to repeal the Ten Commandments." The story reads like a resurrected apocrypha, but many will say the sting lies in the reflection that there have been candidates who would have returned the same answer even if they had caught the question.

The following facetious paragraph is from the *Globe*:—"Basket-ball" is the analogue to "soccer" in China. The object is to get the ball from one end of the village to the other. A game may last for days, and any device may be employed to transmit the ball by stealth. It is not uncommon for a forward to secure a try by smuggling it across the goal line secured in a hawker's barrow, or distract the attention of the opposing halves by a spurious rumour of fire in another street. A smart three-quarter can kick a dropped goal from any part of the field by registering "the oval" through the Post Office, but doing so on a Bank Holiday or Saint's Day is considered the equivalent to a foul and a free kick given by conveying the ball back to the twenty-five by carrier. It is hoped that an All-Yellow team may be induced to visit this country.

## TELEGRAMS.

[REUTER'S SERVICE]

## AUSTRIA AND SERVIA.

LONDON, February 4th.  
The tariff war between Austria and Servia is concluded, Servia having agreed to yield to Austrian pressure, and abandoned a customs union with Bulgaria.

## FRANCE AND VENEZUELA.

LONDON, February 4th.  
Passengers from La Guaira report that President Castro is preparing for war, and has issued orders to fire on the first French war-ship that is sighted. It is asserted that he considers the whole French movement to be a bluff.

## THE MOROCCO CONFERENCE.

LONDON, February 4th.  
The *Cologne Gazette* in an inspired article ridicules the idea of war resulting from the Algeciras conference, and says that if the conference proves a fiasco the *status quo* will be maintained.

## THE KOWLOON LAND AND BUILDING CO., LTD.

The seventeenth ordinary meeting of shareholders of this Company was held at the Company's offices, Victoria Buildings, at noon yesterday. Mr. T. F. Hough presided, and there were also present Messrs. W. H. Gaskell and A. Rodger (directors), J. H. Chino, M. S. Northcote, A. Shelton Hooper, E. B. Shepherd and J. C. Peter.

The notice convening the meeting having been read,

The CHAIRMAN said:—Gentlemen, I propose, with your permission, taking the report and accounts as read.

Police Court reports, Training Notes, a report from Singapore mentioning the two-and-fourpenny dollar, and a valuable note relating to trade with China, will be found on page 5.

"A state of war" existed in Hongkong yesterday. The mobilisation brought out a large body of troops, with a fair representation of Volunteers, and military operations on a big scale were in hand.

It is now announced that the Hongkong Volunteer Corps will line the streets, in conjunction with the regular troops, on the occasion of the arrival of H.R.H. Prince Arthur of Connaught, K.C. Their position will be on the Albert Road nearest to Government House.

"Lanette," writing about "Tea" in the December issue of the new monthly, *Topical Life*, says:—Apropos of China tea, great deal is being talked just now about the increased enquiry for it in clubs and restaurants owing presumably to medical opinion on its anti-tannic properties. Anything like a general reaction in favour of China is hardly likely, however, now that public taste had attached itself to the clean, full-flavoured teas of India and Ceylon, and the present movement is probably merely a fad of the well-to-do classes. According to *Tea Brokers' Association* figures, a slight improvement in the delivery of Congou took place the last month—1,028,186 lbs against 994,643 lbs—though the total clearances were behind last year.

The Australian *Western Mail* has a neat cartoon upon the vapourings of a portion of the English press upon the subject of the recent atrocious murders in the Northern Territory. A benevolent old gentleman, wearing a collar upon which is the inscription "English Press," holds in his hand a Gladstone bag labelled "Books on Parlour Etiquette." Before him is "the gentle aborigine," a murderous object with a fierce club. Behind him is a skull, and a clump of brushwood barely hides a "late" white man's boots. And the letterpress which was agreed to unanimously.

The CHAIRMAN moved, and Mr. SHEPHERD seconded, the re-appointment of Mr. Thomas Arnold as auditor. Carried.

The CHAIRMAN—That concludes the business, gentlemen. Dividend warrants will be ready to-morrow morning.

## THE EQUITABLE LIFE INSURANCE SOCIETY.

The long letter of Mr. Paul Morton, the president of the above society, to the policy-holders appearing in our advertisement columns makes reassuring reading to policy-holders in this world-famed insurance society. Upon the authority of two firms of chartered accountants of the highest standing policy-holders are assured that after an exhaustive examination of the affairs of the Society, and with a conservative revaluation of the assets, there is a surplus over and above all liabilities amounting to gold \$67,142,865.

The balance sheet and a brief preliminary report to the president of the society are set forth in the advertisement. The agitation of the past year and the severe criticism to which American insurance companies generally have been exposed, demanded in the interests of policy-holders the steps taken by the Equitable to restore public confidence, and in the face of so gratifying a report as the two eminent firms of expert accountants have been able to present no doubt lingered in anybody's mind as to the soundness and stability of a company so long and favourably known in all parts of the world. Moreover, not the least satisfactory feature of the president's letter is the declaration of the policy of the new administration which will aim not so much at making the company the biggest but rather the best and safest insurance company in the world.

The local agents are Messrs. Shewan Tomes & Co.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 6th at 12.10 p.m.—The barometer has risen in Japan, and fallen quickly over China.

A depression is moving Eastward in Manchuria. Another low area may be over Central China.

Pressure is highest over the Pacific in the neighbourhood of the Loochoos.

The monsoon is interrupted in the Formosa Channel, where moderate variable breezes may be expected. Moderate to light monsoon is indicated over the N. part of the China Sea.

Forecast:—Moderate E. or variable winds; cloudy, probably some rain.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on February 6th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present: Dr. W. W. Pearce, M.O.H., Dr. Macfarlane, Lieut.-Col. Josling, Mr. E. A. Hewitt, Hon. Mr. A. W. Brown, Mr. Fung Wa-chau, Mr. Lau Chu-pak, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. F. J. Badoley, and Mr. G. A. Woodcock (secretary).

## WELCOME TO NEW MEMBERS.

The PRESIDENT said—Gentlemen, before mentioning the business this afternoon I should like to say that it is with very much pleasure I extend a welcome to the two new members of the Board—Mr. Henry Humphreys and Mr. Shelton Hooper. I am quite sure their long experience of the Colony will be of value to us in many matters which come before us to decide (applause).

## KOWLOON ODORES.

The detailed report by Dr. Macfarlane on the use of nightsoil in gardens at Kowloon was submitted.

He said—It was found that nightsoil was being carried out to the gardens from Hung-ho and Yau-mati. The police were asked to take action, and the practice seems to be discontinued for the present.

On the whole, the odours do not appear to me to be much abated allowing for the fact that they are always less obvious in the cold than in the hot weather. The Board's instructions direct special attention to the removal of sumps, which has been done, but in my experience these sumps do not smell unless stirred up. The main cause of smell is the morning and afternoon watering with diluted nightsoil and the evaporation which takes place afterwards. To stop this it would be necessary to entirely suppress the use of nightsoil, but this would throw the gardens out of cultivation and they would then become mosquito swamps. At present the gardens are receiving the nightsoil of a village population estimated roughly at not less than 10,000 persons.

Mr. Lau Chu-pak minute—The entire stoppage of manuring, I should say, would inflict great hardship on the gardeners, most of whom depend on gardening as the only means of gain their living. It would also compel Hongkong to depend entirely on Canton for the supply of fresh vegetables, which is certainly a retrogressive step. I think some regulations might be drawn up under which manuring with nightsoil should be allowed.

Mr. E. A. Hewitt wrote—I cannot agree with Mr. Lau Chu-pak. The Board should in no case countenance the use of nightsoil in vegetable gardens. The use of stable manure for the ground should be permitted and if necessary the wording of the Ordinance should be altered. Everything possible should be done to encourage the cultivation of vegetables required for the Hongkong market under proper sanitary conditions, rather than that we should have to draw our supplies from Canton, where no sanitary rules are observed.

Correspondence on the subject was also submitted.

Mr. A. Shelton Hooper wrote—I am not in favour of stopping or restricting the use of human excreta or urine in Chinese gardens save where such are in the immediate neighbourhood of European dwellings or highways constantly frequented by Europeans. The poorer Chinese do not object to the smell, and the odour of fresh sewage, though offensive, is not dangerous to health. As almost all the vegetables eaten in the Colony come from Canton, where no restrictions of any kind exist, any regulations which are made save on the ground of public nuisance would inflict an unnecessary hardship on the Chinese farmers in British territory. Moreover, I am averse to any course being followed in this connection which will involve an increased charge for inspectors.

The Hon. Director of Public Works wrote—I do not see why gardens here should not be cultivated in the same manner as gardens in England or elsewhere. I agree with the President.

Mr. Lau Chu-pak in an addendum to the minutes already written, stated that as a matter of principle manuring with fermented nightsoil and urine should not be stopped, because, firstly, that would throw men out of employment and compel the Colony to rely on Canton for its supply of fresh vegetables. In the second place, according to the report of the Medical Officer of Health for Shanghai Municipal Council, there was no better way for the disposal of human excreta than by returning it to Mother Earth is done by the Chinese farmers. Fermentation in covered pits and jars would reduce the offensive smell and was sufficient to kill all the germs. If it were on account of the smell this manuring was objected to, he would point out that the state of affairs in Kowloon, with its sparse population, would grow practically nothing, and anything that was grown must be heavily manured. It would be difficult to prevent the Chinese using nightsoil in this way, because they had been accustomed to do so, but even if they succeeded in stopping the practice gardens would go out of cultivation as there was not sufficient animal manure to keep the gardens going. Then they should be no better off if that happened, but rather worse, as they would have to rely on Canton for their vegetables and in that place there were no regulations at all. The practice of manuring with nightsoil could not be stopped, but it could be regulated. He did not think it was sound from a sanitary or an economic point of view to stop the use of nightsoil in this Colony provided they did not allow people to create smells in frequented districts. In conclusion, he referred to the common idea that smells caused typhoid, and said there was no scientific evidence for believing that the smell of nightsoil caused typhoid fever.

Mr. Huiwitz affirmed that as a Sanitary Board they held no right to countenance the use of human nightsoil in vegetable gardens, and he trusted the majority of the members would endorse his opinion.

As to the argument that those gardens would go out of cultivation if they were not allowed to use that manure, it seemed to him that some system ought to be adopted for storing the nightsoil in pits until the manure was ripe.

The Medical Officer of Health recommended that no action be taken to stop the use of human excreta for manure provided that it be ripened in sums for three weeks before use.

The President wrote—I don't admit the argument that it is just as difficult to prevent the use of nightsoil as it is to enforce Dr. Pearce's contention that nightsoil must first be ripened for at least three weeks in sums.

Farmers can easily be prosecuted by the police and Sanitary Department working in unison.

Fresh urine is non-offensive but fermented urine has an offensive smell. The objection to the former is that it may contain the germs of disease in a active form, and the objection to the latter is that its use renders the highways objectionable to passengers. The use of this manure should be prohibited in the immediate neighbourhood of highways, if not entirely. It is argued that this prohibition of human excreta in market gardens will throw these gardens out of cultivation. This does not necessarily follow, as a certain amount of animal manure will be available and, further, the time has probably come when a good deal of this land ought to be thrown out of cultivation owing to the proximity thereto of dwellings in increasing numbers.

The argument that the Chinese market gardeners should be allowed to do what they had been accustomed to do for years was not tenable.

The Chinese have for many years been accustomed to inoculate for smallpox, but it was illegal in British territory, and one never heard of its being done in any of the territory under the jurisdiction of the Board.

I have no fear that the public will be misled as to the safety or otherwise of eating raw vegetables in this Colony. Everyone knows that the bulk of our vegetables comes from the Canton River district, and everyone should know that to eat raw vegetables which have not been grown under their own personal supervision is an exceedingly risky proceeding.

On the whole, I am of opinion that the Board's decision of August 22nd, 1905, was a wise one, and I should be sorry to see it reversed.

The PRESIDENT said that six months ago a resolution was passed by the Board that the officers be instructed to use their best endeavours to prevent the use of nightsoil in Chinese market gardens and to prevent its storage within 50 yards of the highway.

As the result of that resolution and its being carried out by the officers certain petitions had been presented to the Board from market gardeners in Kowloon who found that the enforcement of the resolution interfered with their business.

Theoretically, of course, the proper place for the disposal of manure is the earth.

There were two ways of returning excreta to the earth, the dry method and wet method.

Unfortunately the market gardeners at Kowloon adopted the wet method and applied the manure to the leaves of growing plants as a top dressing.

The objection to that method was that possibly the germs of disease might adhere to the leaves and communicate disease.

Mr. Huiwitz said that possibly the earth might be the object that it gave forth offensive smells, which were noticeable at certain hours of the day when watering with diluted manure took place.

As it was possible to use excreta without causing that nuisance, he thought the Board might very well insist on market gardeners adopting the dry method of procedure.

If that could not be done they might go further and require the excreta to be buried elsewhere.

Mr. Pearce said there seemed to be some confusion of thought on the subject.

He agreed that the Board was quite right in putting down objections to smells in frequented places, but if they were going to prohibit the use of human nightsoil by market gardeners they would do away with a good industry simply because a few people passing into the country were met with objectionable smells.

Manure always smells, and no matter where one went, to the market garden or farm at home, one always smelt manure.

They could not grow vegetables without manure and they could not have manure without smell.

Any action taken by the Board to stop the use of nightsoil as manure for the growing of vegetables simply because a few people objected to the smell would be absurd.

The objection might be that manure was likely to cause typhoid or cholera or some other disease, but there was no doubt from the bacteriological point of view that the organisms of typhoid or cholera could not live long in sewage.

Again, if the gardens were allowed to go out of cultivation they would become mosquito swamps.

It was well known that the red earth of this colony

## SUPREME COURT.

Tuesday, February 6th.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE) WITH CAPTAIN MORRISON, NAUTICAL ASSESSOR.

His Lordship delivered judgment in the case in which the Yik On Steamship Company sued the owners of the steamship "Kwong Tung" for \$50,000 for damage caused by a collision between the "Tai On" and the "Kwong Tung".

Mr. M. W. Slade, instructed by Mr. R. Harding (of Messrs. Ewens, Harston and Mr. E. H. Sharp, K.C., instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master), appeared for the defendants.

His Lordship said.—The plaintiffs, the owners of the steamship "Tai On," sue the

owners of the steamship "Kwong Tung" for damages in respect of a collision between the two vessels in the Canton River which occurred in the channel south of the Salt Flats, it is alleged through the fault of the "Kwong Tung".

The two vessels left Hongkong within an hour of one another on the evening of the 16th May, 1904, and proceeded to Canton, which they were both timed to reach at 6 a.m. on the 17th.

The "Tai On," the slower vessel, left first. She was passed by the "Kwong Tung" of Tiger Island and remained astern for some time.

Being sighted by persons on the "Kwong Tung" when that vessel was up to the Whampoa Barrier at about 4 a.m. The

evidence of both sides agreed on this point. By the custom of the port of Canton, ships are not allowed to enter before 6 a.m.

and it is also the custom of the port that ships should enter in their berthing order. The

boat of the "Kwong Tung" was higher up the river than that of the "Tai On". She

would, therefore, have precedence in entering the port. Both ships were damaged slightly, but the "Kwong Tung" ran into and sank a

small junk astern on the south bank of the channel beside the Salt Commissioner's junc-

tion, causing damage to her owners to the extent of \$20,000. This though irrelevant to the

case, was mentioned at the opening of the

case and also the fact that an agreement had

been entered into between the owners of the

two ships that the owner of the ship found

to blame should bear the loss occasioned to

the other.

The Assessor considered, after a very

careful examination of the chart, the positions

both at the point of overtaking and of collision

as given by Captain Walker to be fairly

accurate, this distance being 4,900 feet. We

shall, however, determine it with greater

accuracy. The Assessor is of opinion that

the time of overtaking was 5:22 and the time of

collision 5:28. That is to say, that both ships

ran for six minutes after the "Tai On" over-

took the "Kwong Tung" and, before the

collision occurred. The "Kwong Tung,"

therefore, ran for five minutes at 71 knots;

3,650 feet, taking the knot at 6:80 feet, and

one minute gathering up at 63 knots, that is

taking the average between 51 and 71 knots,

gives 633 feet—in all 4,293 feet. The "Tai

On" ran for six minutes at 63 knots—in all,

3,960 feet. The length of the "Tai On" is 180

feet, so that the difference between these two

results, namely, 327 feet, is nearly two

ship's lengths. If the "Kwong Tung" gathered

full weight from half to full speed in

either more than one minute, as the engineer

stated, this difference would be only slightly

reduced. This calculation is important in the

mass of a cross action for damage to the

"Kwong Tung" in which the application of

this procedure might, I think, have been

simpler than it is. There is, however, no cross

action here, the proceedings taking the

form of an action by the owner of the junk

against the ship owners. Having thus cleared

the ground, I proceed to examine the facts and

arguments advanced by both sides. Paragraph

12 of plaintiff's preliminary act alleges in

the first place that "The "Tai On" had passed

the "Kwong Tung"." The defendant's first

argument deals with this statement; he relies

on the to which I have referred above and

in which I present I adopt in the form in

which it is usually stated—"The Court will

never be a party to contradict the plaintiff

in the hearing"—and he maintains that the

plaintiff's evidence is incorrect. The fact

that the "Tai On" was past and clear of the

"Kwong Tung" is supported by a further argument that breaches of the Regulations

must be specifically stated if not by a

reference to the actual number, at least by

language corresponding to the regulations, and this is supported by the text books. But the

Assessor has explained to me the wide difference

which exists between the word "past" and

the term "past and clear," the latter term as

used in Article 24 means that the overtaking

ship has not yet passed the overtaken ship, but

is sufficiently clear to manœuvre with safety,

which she could not do if she were merely past.

I can, therefore, not assent to this argument,

though there is no reference to the regulations

by number, there is a sufficient reference to

them in Paragraph 14 of the Preliminary

Act, which specifies the fault or default attrib-

uted to the other ship: says—"Not keeping

the starboard side of the channel; not keeping

of the way of the "Tai On"; not slowing

down, not stopping or reversing engines when

danger of a collision arose." I shall presently

call for a minute examination of the figures.

At the present, however, it is sufficient to say

that the Assessor considers that the "Tai On"

is not past and clear of the "Kwong Tung".

The evidence, in my opinion, warrants this

conclusion. This preliminary point disposed

of these questions remain to be decided:—Was

the "Tai On" past the "Kwong Tung," and, if

so, was her default the cause, or did it

contribute to the collision? The law applicable

to the circumstances, as alleged by the plaintiff

as derived from the Regulations, is this:—

the "Tai On," being overtaking ship, was

and by the Article 24 to keep out of the way

the "Kwong Tung," the overtaking ship, and

was not relieved of this duty of keeping out

the way or "keeping clear" as it is termed

Article 24, by the fact that the "Kwong

Tung" increased her speed until she was final-

ly and clear. The "Kwong Tung" on the

other hand was bound by Article 21 to keep

the course and speed. It is admitted that the

"Kwong Tung" did increase her speed after

she was overtaken. It is at this point that the

law is technically and arbitrary but statutory rule

procedures already referred to his Preliminary

Act.

The "Kwong Tung" after the first minute had

run 520 feet. The "Tai On" had run 661 feet, gaining 141 feet. After the second minute the "Kwong Tung" had run 1,040 feet, thus gaining 282 feet, which is 100 feet more than her length. But, and this is the crux of the calculation, the "Tai On," in order to get past the "Kwong Tung," would have to run first the length of the "Kwong Tung" minus the overlap, that is, 200 feet plus 150 feet plus her own length, 180 feet—in all, 330 feet. The position, therefore, of the two ships at the end of the second minute was that the "Tai On's" bow would have been 132 feet ahead of the bow of the "Kwong Tung," that is, 48 feet short of actual passing. After that time she began to draw astern. The Assessor has checked and agreed with these calculations. Before, however, finally adopting them, it is necessary to see how far they agree or conflict with the evidence. I have, therefore, extracted from the statements of the witnesses on both sides what they say as to the relative positions of the two ships:—Lawrence, Captain of "Tai On". "Kwong Tung" was passed at 5:15; at 5:20: 10 minutes after her coming up: her bell rang when the ship was right abreast.

Stanfield, Chief Engineer.—When I came out of cabin "Kwong Tung" was passing us: her stem amidships over our funnel; her engineer was alight on our engine-room skylight; impossible for our bow to be amidships of "Kwong Tung": our bow quarter ship's length ahead of "Kwong Tung". Sing, Pilot.—Passed "Kwong Tung" at 5:15: 18 feet apart: she had gained her full weight, that is, after her full speed had taken full effect, she was going at 73 knots over the ground under a low head of steam. The "Tai On" makes four distinct allegations. Must she prove all of them, or is it sufficient for her to prove one? In other words, does the rule apply to the extent of saying that a plaintiff must prove all his facts as alleged in his Preliminary Act, or is it sufficient for him to prove one which did in fact contribute to the collision? Before stating finally the course which I intend to adopt, it is necessary to give definite findings on other points raised. The Assessor is of opinion, as a seaman, and I, as a judge, entirely concur, that the course of the "Tai On" prior to overtaking, as traced by Captain Walker, is wholly imaginary and that at the moment of overtaking there was no danger of collision and, therefore, that the collision was not caused by the "Tai On" passing the "Kwong Tung" before the "Tai On" passed the "Kwong Tung" at 5:15: 18 feet apart: she had gained her full weight, that is, after her full speed had taken full effect, she was going at 73 knots over the ground under a low head of steam. The "Tai On" makes four distinct allegations. Must she prove all of them, or is it sufficient for her to prove one? In other words, does the rule apply to the extent of saying that a plaintiff must prove all his facts as alleged in his Preliminary Act, or is it sufficient for him to prove one which did in fact contribute to the collision? 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## RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M. on MONDAY, TUESDAY and WEDNESDAY, the 12th, 13th and 14th instant.

Hongkong, 7th February, 1906. 374

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GENTLEMAN may have BOARD and RESIDENCE with a Private Family in a House on the Upper Levels. Ten is in Court.

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Hongkong, 7th February, 1906. 375

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Hongkong, 7th February, 1906. 376

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship—“HAICHING.” Captain A. E. Hodges, will be despatched for the above Ports TO-MORROW, the 8th inst. at 1 P.M.

For Freight or Passage, apply to DOUGLAS LA PRAIA & CO., General Managers.

Hongkong, 6th February, 1906. 371

## “BEN” LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship—“BENLARIG.” Captain Wallace, will be despatched as above on or about the 23rd inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th February, 1906. 372

## NOTICE TO CONSIGNEES.

“GLEN” LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO' AND LONDON.

THE Steamship—“GLENLOGAN,” having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THIS RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. To-day.

Goods not cleared by the 13th inst. will be subject to rent.

No Firs Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 6th February, 1906. 373

## NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies).

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship—“CAPRI” having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

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No Firs Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 6th February, 1906. 374

## TO BE SOLD AT MACAO, VILLA BRANCA.

THE RESIDENCE of the late Physician and Naturalist, Mr. GOMEZ DA SILVA, with all its surroundings, delightfully situated on the Southern Slope of S. Janeiro Mountain and facing the South-west. Buyers may apply to His Lordship the JUDGE OF MACAO.

AND ALSO the MINERALOGICAL, BOTANICAL and ZOOLOGICAL COLLECTIONS of the same Physician and Naturalist.

Macao, February 5th, 1906. 363

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Care of “Daily Press” Office.

Hongkong, 1st February, 1906. [322]

## INTIMATIONS.

## HONGKONG JOCKEY CLUB.

## RACE MEETING, 1906.

MONDAY, TUESDAY, WEDNESDAY AND SATURDAY (OFF-DAY), 12th, 13th, 14th and 17th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD., or at the Gate. Price 37 for the Meeting (excluding the Off-Day), or 33 per day. Tickets for the Off-Day, 32.

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## INTIMATIONS.

## WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTERS OFFICE, Fletcher Street, until 12 o'clock NOON, on FRIDAY, 16th FEBRUARY, 1906, for the undermentioned SUPPLIES AND SERVICES, for the period of 12 Months from 1st April, 1906:—

1. Most Hospital Supplies and Medical Comforts.
2. General Supplies and Provisions.
3. Oil, Wine, and Barmack Supplies.
4. Coal, Coke, Wood and Charcoal.
5. Barrack Services and Scavenging.
6. Washing.
7. Transport Services (Supply of Launches Junks, Coolies, &c.).
8. Forage.

Form of Tender and any particulars can be obtained on application to this Office, personally or by letter, addressed to the OFFICE COMMANDING ARMY SERVICE CORPS, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up and signed, and dated, and no tender will be noticed unless delivered upon the proper form at the Head Quarter Office by 12 o'clock NOON on the above date, in a closed envelope marked TENDER on the outside.

The right to reject any or all Tenders is reserved.

Head Quarters Office.

Hongkong, 2nd February, 1906. [359]

## HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 12th, 13th, 14th and 17th instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which will be sent out with the Members' Tickets after WEDNESDAY, 7th instant.

All Tickets must be produced to gain admission.

Special accommodation will be reserved for Chinese Ladies and their Female Attendants in the Stand erected on the plot of Ground next to the Lusitano Club Stand.

T. F. HOUGH, Clerk of the Course.

Hongkong, 6th February, 1906. [360]

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NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Undersigned between WEDNESDAY, 7th and MONDAY, 12th inst.

T. F. HOUGH, Clerk of the Course.

Hongkong, 6th February, 1906. [361]

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T. F. HOUGH, Clerk of the Course.

Hongkong, 6th February, 1906. [345]

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Write for catalogue or apply to once to F. O. LEISER, Head Master, Chinese Y.M.C.A., 26 Des Voeux Road, Central. Hongkong, 6th February, 1906. [358]

## LOST.

A GOLD BRACELET set with small DIAMONDS. Finder will be rewarded on returning same to “CROWNSEST,” Barker Road, or to 27, Des Voeux Road, Central. Hongkong, 17th February, 1906. [346]

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE.

FROM this date, and during the Absence of Mr. G. L. TOMLIN from the Colony, Mr. C. PEMBERTON has been Appointed ACTING SECRETARY to the Company.

A. G. WOOD, Chairman.

Hongkong, 31st January, 1906. [301]

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“PRINCESS TOTO,” A Comic Opera in Three Acts,

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M. S. NORTHCOTE, Business Manager.

Hongkong, 3rd February, 1906. [339]

## THE TRADE MARKS ORDINANCE, 1898.

NOTICE IS HEREBY GIVEN that Messrs. JORGE & COMPANY, of No. 5, Zetland Street, Victoria, Hongkong, Merchants and Commission Agents, have on the 28th day of September, 1905, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:—

The distinctive device of the sun rising on the horizon with a scroll on the rays of the Sun with the word ALVA printed on the scroll. Below the rays are representations of coins. The whole is surrounded by a floral border in the name of JORGE & COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARK is intended to be used by the Applicants forthwith in respect of the following goods—Woolens, and Worsted and Hairy Goods class 35.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 6th day of December, 1905.

F. X. DALMADA E CASTRO, Solicitor for the Applicants.

## TO BE SOLD AT MACAO.

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THE RESIDENCE of the late Physician and Naturalist, Mr. GOMEZ DA SILVA, with all its surroundings, delightfully situated on the Southern Slope of S. Janeiro Mountain and facing the South-west. Buyers may apply to His Lordship the JUDGE OF MACAO.

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The Tenders must be properly filled up and signed

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HONGKONG CLUB.

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TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,  
Secretary.

Hongkong, 1st June, 1905.

110  
TO LET.

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No. 5, CLIFTON GARDENS, Conduit Road.  
No. 6, CLIFTON GARDENS, OFFICES in course of erection, CONNAUGHT ROAD (near BLAIS PIRE).  
GODOWNS: PRAYA EAST.

A BUILDING at Causeway Bay, formerly in occupation of the Steam Landry Co. Ltd.

HOUSES in MORETON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO. LTD.

Hongkong, 13th January, 1905.

177  
TO LET.

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Apply to KELLY &amp; WALSH, LTD.

Hongkong, 4th September, 1905.

187  
TO LET.

NO. 5, "FAIREVIEW" Robinson Road, Kowloon. Semi-detached House. Moderate rental.

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Hongkong, 29th December, 1905.

190  
TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to HONGKONG LAND INVESTMENT &amp; AGENCY CO. LTD.

Hongkong, 28th June, 1905.

178  
TO LET.

NO. 74, CAINE ROAD.

No. 2, MACDONNELL ROAD.

Apply to COMPRADORE'S DEPARTMENT Nippon Yasei Kaihatsu.

Hongkong, 3rd June, 1905.

180  
TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.

Apply to WONG CHEE SANG,

Care of YEE SANG FAT &amp; Co.

Hongkong, 30th November, 1905.

107  
TO LET.

FIVE ROOMS on Second Floor, 19, Queen's Road Central, over Messrs. Gregor &amp; Co.'s premises, at present occupied by Messrs. Darby &amp; Co.

Apply to KELLY &amp; WALSH, LTD.

Hongkong, 20th December, 1905.

88  
TO LET.

HOUSES IN AUSTIN AVENUE, Kowloon. Rental \$50 a month and taxes.

Apply to HUMPHREYS' ESTATE &amp; FINANCE CO., LTD.

Hongkong, 12th October, 1905.

189  
TO LET.

HOUSE, No. 5, ROSE TERRACE, Robinson Road, Kowloon. Immediate possession.

HOUSE, No. 2, ROSE TERRACE, Robinson Road, Kowloon. Possession from 1st March, 1906.

Apply to THE COMPRADORE,

Messrs. BARETT &amp; Co.

Hongkong, 2nd February, 1905.

330  
TO LET.

SEVEN EUROPEAN HOUSES, late F. Blatchford &amp; Co. and Shewan, Tomes &amp; Co.'s Offices. Ground Floors and Top Floors, with Godowns can be let separately on leases.

Apply to CHUNG SHUN KOO,

First Floor, No. 10, Queen's Road Central, Hongkong, 19th July, 1905.

181  
TO LET.

AT "HOTEL MANSIONS." TWO ROOMS, on 1st Floor, suitable for Offices.

Apply to HUMPHREYS' ESTATE &amp; FINANCE CO., LTD.

Agents.

Hongkong, 31st January, 1906.

310  
TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and MacDonell Roads.

For full particulars, apply to LINSTEAD &amp; DAVIS,

Alexandra Buildings, 3rd Floor.

Hongkong, 17th February, 1905.

82  
TO LET.

N. 1, DES VŒUX VILLAS, Peak. Nos. 5, 6 &amp; 21, BELLIOS TERRACE.

No. 2, DES VŒUX VILLAS, PEAK.

No. 4, ALBANY.

"FARNSFOOT," 31, Robinson Road.

Furnished for 6 months. With Electric Light and Fan.

"BROCKHURST," PEAK, from 1st March, 1906.

24, BELLIOS TERRACE, Corner House, BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, Low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, etc., with use of Electric Lift. Well suited for Offices.

Apply to LINSTEAD &amp; DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 7th February, 1906.

184  
TO LET.

## TO LET

## TO LET.

BARROW TERRACE, (Kowloon) Nos. 1, 2, 4, 5, 6, 7 and 8.  
SEYMOUR ROAD LOWER, No. 27 & 31.  
CAINE ROAD, No. 57.  
STONEHAVEN, Robinson Road, No. 35.  
TANG YUEN, McDonnell Road, No. 18 (12 Rooms).

ICE HOUSE STREET, No. 6 (1st &amp; top floors, 4 rooms each floor).

WAN CHAI ROAD, No. 94 (a Spacious Godown).

Apply to SAM WANG CO., LTD.

81, Queen's Road Central.

Hongkong, 6th February, 1906.

## TO LET.

N. 15, KNUITSFORD TERRACE KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 2nd December, 1905.

## TO LET.

AT QUEEN'S BUILDINGS, the Offices (Ground Floor) lately occupied by Hamburg-Amerika Linie.

Apply to NIEMSEN &amp; CO.

Hongkong, 3rd January, 1906.

## TO LET.

SUITABLE for Office, ONE ROOM in Prince's Buildings.

Apply to LAUTS, WEGENER &amp; CO.

Hongkong, 4th March, 1905.

## TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of my Cargo.

Floor Area, 6,100 square feet each.

Apply to JARDINE, MATHESON &amp; CO.

Hongkong, 20th January, 1906.

## TO LET.

TWO FURNISHED ROOMS, with Bath-rooms attached. Board optional. Healthy locality. For Terms, apply to "Z.Y.X."

Care of "Daily Press" Office.

Hongkong, 5th February, 1906.

## TO LET.

SUITABLE GODOWN. Central position.

Apply to X. X. X.

Care of "Daily Press" Office.

Hongkong, 22nd December, 1905.

## TO LET.

HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

DAILY PRESS' OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON &amp; CO.,

Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry, Coke Importers. General Store-keepers and Commission Agents.

35 &amp; 37, Hing Loong Street, (at Street West of Central Market.) Telephone No. 515.

## PHOTOGRAPHES

M. MUMEYA, JAPANESE ARTIST.

Bromide and Crayon Enlargements and also colouring Photos and relief Photos.

Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

## PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

## STOREKEEPERS

BISMARCK &amp; CO.,

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &amp;c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG &amp; CO.,

Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants.

57 &amp; 59, Connaught Road, New Praya Central.

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blatchford &amp; Co. and Shewan, Tomes &amp; Co.'s Offices. Ground Floors and Top Floors, with Godowns can be let separately on leases.

Apply to CHUNG SHUN KOO,

First Floor, No. 10, Queen's Road Central, Hongkong, 19th July, 1905.

## TO LET.

AT "HOTEL MANSIONS." TWO ROOMS, on 1st Floor, suitable for Offices.

Apply to HUMPHREYS' ESTATE &amp; FINANCE CO., LTD.

Agents.

Hongkong, 31st January, 1906.

## TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and MacDonell Roads.

For full particulars, apply to LINSTEAD &amp; DAVIS,

Alexandra Buildings, 3rd Floor.

Hongkong, 17th February, 1905.

## TO LET.

N. 1, DES VŒUX VILLAS, Peak. Nos. 5, 6 &amp; 21, BELLIOS TERRACE.

No. 2, DES VŒUX VILLAS, PEAK.

No. 4, ALBANY.

"FARNSFOOT," 31, Robinson Road.

Furnished for 6 months. With Electric Light and Fan.

"BROCKHURST," PEAK, from 1st March, 1906.

24, BELLIOS TERRACE, Corner House, BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, Low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, etc., with use of Electric Lift. Well suited for Offices.

Apply to LINSTEAD &amp; DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 7th February, 1906.

## TO LET.

## POLICE COURT.

Tuesday, February 5th.

BEFORE MR. F. A. HAZLARD (FIRST POLICE MAGISTRATE).

## ABSENT WITHOUT LEAVE.

Georges F. Xavier, a ticket-inspector employed by the Star Ferry Company, summoned by Ho Kun-cheng, a seaman, for absenting himself from duty on 16th January. Defendant admitted the charge and was fined \$15 or one month's hard labour.

## THE TAIPO MYERS.

Three men belonging to the Kwei Sin district named Chan Kam, coolie, Wong Sing, tailor, and Ho Wong, coolie, were charged with the murder of Chua Beng-sang, Chief Excise Officer at Tai Po, on Saturday morning. They were formally remanded till Friday.

## AIDING STOWAWAYS.

A native fireman on board the *Taiwan* was charged with aiding and abetting three Chinese to stow away on the vessel from Hongkong to Australia. Mr. Gadge, from the office of Messrs. Johnson, Stokes and Master, prosecuted.

Charles Lindburgh, Master, stated that on arrival at Sydney harbour he found three Chinamen on the saloon deck. They were on board without permission.

The first stowaway said he arranged with the defendant to go on board the ship. The latter fed him, and allowed him to sleep in his quarters at night.

Corroborative evidence was given that on board the *Taiwan* was a native from Amoy, and the master and crew of the ship.

Mr. Gadge said if these men had been found in Amoy and traced to the ship, the owners would have liable to a penalty of £100 per head.</p

## SHIPPING.

## ARRIVALS.

CAPRI, Italian str., 2,117, Giuseppe Belotti, 6th Feb.—Bombay and Singapore 30th Jan., General—Carlowitz & Co.

CHUNBANG, British str., 1,417, R. Cox, 5th Feb.—Kuching 23rd January, Coal—Jardine, Matheson & Co.

CROWN OF CASTILE, British str., 2,828, M. S. Smith, 6th Feb.—Newcastle (N.S.W.) 13th Jan., Coal—Gillham & Co.

DAVID EVANS, American str., 7,040, Eyles, 6th Feb.—Penrhyn (Wales) via Manila 24th Jan., General—Master.

GLENTONIAN, British str., 2,740, J. McGregor, 6th Feb.—London 26th Dec. and Singapore 31st Jan., General—McGregor Bros. & Gow.

ITAHAKA, German steamer, 5th February, from Canton.

KOONSHING, British steamer, 6th February, from Canton.

KWANG-KEE, Chinese str., 1,368, R. U. Collier, 6th Feb.—Shanghai 3rd Feb., General—Ching-ke.

KWONG-SUNG, British str., 1,425, W. P. Baker, 6th Feb.—Shanghai 3rd Feb., General—Jardine, Matheson & Co.

LYDIA, German steamer, 6th February, from Canton.

TARTAR, British str., 2,768, W. Davison, R.N.R., 6th Feb.—Vancouver 8th Jan., General—C. P. R. Co.

YUNNAN, British steamer, 6th February, from Canton.

ZAFIRO, British str., 1,618, R. Rodger, 5th February, Manila 3rd February, General—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

February 6th.

David Evans, American str., for Port Townsend, Chusan, British str., for Canton.

Kwangsung, British str., for Canton.

Lydia, German str., for Chinkiang.

Pelus, British str., for Shanghai.

Yunnan, British str., for Ilolo.

## DEPARTURES.

6th February.

ANNA, Norwegian str., for Sisig.

BECHUANA, British str., for London.

LESLIAVIA, German str., for Singapore.

CALEDONIAN, French str., for Europe.

COURTFIELD, British str., for Kobe.

FOOKYANG, British str., for Calcutta.

GRIGORY ARCTIC, British str., for Calcutta.

HAIMON, British str., for Swatow.

HANOI, French str., for Haiphong.

HELENE MENZEL, Ger. str., for Mainz.

JINCHIANG, Chinese str., for Shanghai.

JACOB DIDERICHSEN, Ger. str., for Holloway.

JOHANNE, German str., for Haiphong.

KAIPO, British str., for Iloilo.

KRISBERG, German str., for Saigon.

PRINZ SIGISMUND, German str., for Australia.

TAMING, British str., for Manila.

YEDDO, British str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Kwongsung* reports: Moderate monsoon, fine and clear.

The British str. *Chuaning* reports: Strong gale off south coast of Japan, wind hauling from S.W. to N.W. Off China coast experienced moderate monsoon and sea, clear weather throughout.

## VESSELS IN DOCK.

February 6th.

ABERDEEN DOCKS—Cape Corrientes.

KOWLOON DOCKS—British, Katherine Park, Nanhai, Sancheong, M. Strive, Elizabeth Rickmers, Quinta, Hongkong, Ithaka, Thomas, U.S.A. Seward.

COSMOPOLITAN DOCK—Honon, Chihi.

## VESSELS ON THE BERTH.

FOR SHANGHAI AND CHINKIANG.

(Taking Cargo on Through Rates to TSINGTAU and CHEAULFO.)

## THE Steamship.

"ITHAKA," Captain Eckhorn, will be despatched for the above Ports TO-MORROW, the 8th inst., at 1 P.M.

For Freight, apply to SIEMSEN & CO., Agents, Hongkong, 5th February, 1906. 355

## HAVRE AND HAMBURG.

VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND NAPLES.

## THE Steamship.

"RHENANIA," Captain Forck, will be despatched for the above Ports on FRIDAY, 9th inst., at Noon.

The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardess.

## HAMBURG-AMERIKA LINIE.

Hongkong, 6th February, 1906. [206]

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

## THE Company's Steamship.

"ZIBENGHLA," Captain F. W. Packham, will be despatched as above on SUNDAY, 11th inst., at DAYLIGHT.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents, Hongkong, 1st February, 1906. [356]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabatino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUZU, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADEZAZ, LEVANTINE and SOUTH AMERICAN PORTS up to CALIAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship.

"CAPRI," Captain Belotti, will be despatched as above on WEDNESDAY, the 14th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st January, 1906. [4]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Masters to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPL'D.	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 14th inst.
LONDON & ANTWERP	3LEMNSTRAE	Brit. str.	—	J. McGillivray	McGREGOR BROS. & GOY.	About 22nd inst.
BERNARIA	BERNARIA	Brit. str.	1 m.	Wallace	GIBB, LIVINGSTON & CO.	About 23rd inst.
PATROCLUS	PATROCLUS	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 13th inst.
SAINTE BEDE	SAINTE BEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 27th inst.
ACHILLES	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 13th Mar.
ALCINOUS	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 27th Mar.
DIOMEA	DIOMEA	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 16th April.
TEENAI	TEENAI	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 24th April.
KOUANG SI	KOUANG SI	French str.	—	Barillon	MESSAGERIES MARITIMES.	About 12th inst.
SALAZIE	SALAZIE	French str.	—	—	MESSAGERIES MARITIMES.	On 20th inst., at 1 P.M.
PREUSSEN	PREUSSEN	French str.	—	—	MELCHERS & CO.	On 14th inst., at Noon.
LIBERIA	LIBERIA	Ger. str.	k. w.	Kier	HAMBURG-AMERIKA LINE	On 27th inst.
RENANIA	RENANIA	Ger. str.	k. w.	Forck	HAMBURG-AMERIKA LINE	On 9th inst., at Noon.
SPEZIA	SPEZIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINE	On 21st inst.
SAMBIA	SAMBIA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINE	On 7th Mar.
SAZONIA	SAZONIA	Ger. str.	k. w.	Saehs	HAMBURG-AMERIKA LINE	On 21st Mar.
SILESIA	SILESIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 4th April.
AUSTRIA	AUSTRIA	Aust. str.	—	Colledani	SANDEE, WIELER & CO.	About 15th inst.
ANTENOR	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 20th inst., at 1 P.M.
PELEUS	PELEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 24th inst.
AGAMEMNON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWINE	On 29th Mar.
ST. GEORGE	ST. GEORGE	Brit. str.	—	—	DODWELL & CO., LTD.	On 15th inst.
EMPEROR OF INDIA	EMPEROR OF INDIA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	To-day.
TARTAR	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 21st inst.
HYADES	HYADES	Brit. str.	1 m.	J. Alwon	DODWELL & CO., LTD.	On 13th inst.
YANGTSE	YANGTSE	Brit. str.	—	—	BUTTERFIELD & SWINE	On 24th inst.
MINNESOTA	MINNESOTA	Am. str.	—	—	BUTTERFIELD & SWINE	On 28th Mar.
SEMAIA	SEMAIA	Brit. str.	—	—	BUTTERFIELD & SWINE	On 29th Mar.
TSINAN	TSINAN	Brit. str.	—	—	BUTTERFIELD & SWINE	On 29th Mar.
WILLEHAD	WILLEHAD	Brit. str.	—	—	MELCHERS & CO.	On 12th inst.
JAVA	JAVA	Dut. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 28th inst.
TJILATJAP	TJILATJAP	Dut. str.	—	Powell	SHEWAN, TOME & CO.	On 3rd Mar., at Noon.
KOONSHING	KOONSHING	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 6th Mar., at Noon.
ICHANG	ICHANG	Brit. str.	—	—	MELCHERS & CO.	To-morrow.
LIHAKA	LIHAKA	Brit. str.	—	Eckhorn	SIEMSEN & CO.	On 12th inst.
DONGOLA	DONGOLA	Brit. str.	—	F. W. Packham	P. & O. S. N. CO.	On 16th Mar.
KWONGSANG	KWONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	Early in Feb.
ANPING MARU	ANPING MARU	Jap. str.	—	N. Kobayashi	OSAKA SHIEN KAISHA	On 28th inst.
SHANGHAI	SHANGHAI	SHANGHAI	AMOY & FOOCHEW	A. Hansen	OSAKA SHIEN KAISHA	On 15th inst., at 8 A.M.
TEUMPH	TEUMPH	SHANGHAI	AMOY & FOOCHEW	H. Ohta	OSAKA SHIEN KAISHA	On 22nd inst., at 8 A.M.
TAMSUI	TAMSUI	SHANGHAI	AMOY & FOOCHEW	S. Tagami	OSAKA SHIEN KAISHA	On 11th inst., at 8 A.M.
DAIJIN MARU	DAIJIN MARU	Jap. str.	—	H. A. Haraldsen	OSAKA SHIEN KAISHA	On 18th inst., at 8 A.M.
FRITHJOF	FRITHJOF	Brit. str.	—	Schlaikier	OSAKA SHIEN KAISHA	On 9th inst., at 8 A.M.
DECIMA	DECIMA	Brit. str.	—	F. W. Packham	JARDINE, MATHESON & CO.	On 9th inst., at 8 A.M.
ZIBENGHLA	ZIBENGHLA	Brit. str.	2 h.	A. E. Hodges	Douglas LaPraik & Co.	To-morrow, at 4 P.M.
HAICHING	HAICHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 12th inst.
LOONGSANG	LOONGSANG	Brit. str.	—	—	SHEWAN, TOME & CO.	On 9th inst., at 4 P.M.
ZAFIRO	ZAFIRO	Brit. str.	—	—	SHEWAN, TOME & CO.	On 10th inst., at Noon.
RUBI	RUBI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 17th inst., at Noon.
LAISANG	LAISANG	Brit. str.	—	W. R. Le Mare, R.N.R.	SHEWAN, TOME & CO.	On 10th inst., at 3 P.M.
PEKIN	PEKIN	Brit. str.	—	—	CARLOWITZ & CO.	About 14th inst.
CAPE	CAPE	Brit. str.	—	—	—	On 14th inst., at Noon.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON,  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "ARCADIA."

Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 10th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Britannia*, 7,917 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for Fr. and Tea for London (under arrangement) will be shipped from Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on 24th March.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT,  
Superintendent, Hongkong, 3

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ALCINOUS"	On 8th February.
GLASGOW and LIVERPOOL	"LAERTES"	On 20th February.
GLASGOW and LIVERPOOL	"YANGTSE"	On 21st February.
GLASGOW and LIVERPOOL	"DIOMED"	On 27th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 6th March.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.
GLASGOW and LIVERPOOL	"KEEMUN"	On 21st March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 29th February.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
GENOA, MARSEILLES and LIVERPOOL	"PELFVIS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 30th April.
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.

Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	On 24th February.
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	On 24th March.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	On 1st March.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

[10]

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS	TO SAIL
SHANGHAI	"ICHANG"
YOKOHAMA and KOBE	"TSINAN"
MANILA, ZAMBOANGA, PORT DALWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Tables. A duly qualified Surgeon is carried.	
† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.	
† Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	
For Freight or Passage, apply to—	
BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 6th February, 1906.

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## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING	TO SAIL	REMARKS.
TAMSUI VIA SWATOW	THE CO'S S.S. "DAIJI MARU"	SUNDAY, 11th Feb., at 8 A.M.		
TAMSUI VIA SWATOW	"H. OHTA"			
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"DAIGI MARU"	SUNDAY, 18th Feb., at 9 A.M.		
ANPING VIA SWATOW AND AMOY	"ANPING MARU"	THURSDAY, 15th Feb., at 8 A.M.		
FOOCHOW VIA SWATOW AND AMOY	THE CHARTERED S.S. "FRITHJOF"	FRIDAY, 9th Feb., at 8 A.M.		
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	H. A. HARALDSSEN	FRIDAY, 9th Feb., at 8 A.M.		
ANPING VIA SWATOW AND AMOY	"DECIMA"	FRIDAY, 9th Feb., at 8 A.M.		
FOOCHOW VIA SWATOW AND AMOY	SCHLAIKER	THURSDAY, 22nd Feb., at 8 A.M.		
T. ARIMA, Manager.	A. HANSEN			

These steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.

† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 6th February, 1906.

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T. ARIMA, Manager.

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